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# A THIRTY YEAR PROGRAM FOR DEVELOPMENT

# REGINA 1946-1976

(CANADA)

## COMMUNITY PLANNING COMMITTEE





JAN 13 1947

HARVARD UNIVERSITY  
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# looking ahead

Sixty-three years ago you could scarcely see a tree on the land where Regina now stands. As a contemporary writer says, there wasn't enough water in "Pile of Bones" Creek to wash a sheep; nor a single natural advantage to help the men and women who settled there.

But, overcoming all obstacles, they hewed out their livelihood from the flat, unbroken prairie; and the small handful of settlers in a few scattered shacks set out to build this capital of the Province.

Today Regina is a city of 62,000, a centre of administration, business and commerce where people make their living. The barren land has been transformed by the trees which abound in every park and on every street . . . the creek is no longer a mud bed, but a pleasant lake, whose water supply is assured by a modern dam. There are a number of industries, fine public buildings, friendly homes, good schools, efficient public utilities and civic administration.

But while there is good reason for civic pride in the past accomplishments, can we now rest on our laurels, and await the future? Even the city's most ardent admirer cannot be blind to problems which arise every day. There is room for improvement in many phases of civic life.

If you ask the individual citizen living in any part of Regina, he will tell you what he wants.

The population of Regina is made up of diverse nationalities, creeds, customs and politics. But they have one thing in common. And that is their basic human desire to get something more out of life. It is the wellspring of our existence. It is this drive and power to attain something we lack, that gives life colour and meaning and zest.

Shorn of non-essentials and reduced to fundamental terms, the aspiration of the average human being is a better standard of living. And a better standard of living could mean a great many things, but essentially it means getting more happiness out of life.

Let's talk to Bill Jones and he will tell you that he has some very positive ideas about a better living. All the

"Joneses" of Regina have hopes and dreams about the future that they are trying hard to translate into realities. They are saving and planning to make these aspirations come true.

Jones is an average family man, and he may not know very much about civic administration; but he does know that the happiness of his family is entirely dependent on a good home life in a good neighbourhood in a good city.

He has learned that after a downpour, the street where he lives becomes a sea of mud and it should be paved. More parks must be laid out and developed, particularly in his overcrowded district. The street railway system is antiquated and should be wholly replaced by a more modern means of transportation. Too many trucks pass his street and make the whole neighbourhood noisy and unsafe. New homes and better planned residential areas are needed for the families who live in crowded quarters.

On the public works side, a health centre, an auditorium, a new Court House, improved sanitation on many streets, and more parking space in the business section are long overdue.

Jones, paying \$98.00 a year in taxes, and earning \$135.00 a month, knows only too well that there are limitations to what he can do in providing his family with a better home, in promoting the idea of a better neighbourhood, and in advancing the cause of a better city for everyone.

But he realizes that a policy of development for Regina's future that is predicated on sound economics and wise planning, can achieve such objectives.

He is aware that all the citizens will have to manifest the same progressive pioneering spirit that helped the early settlers build Regina.

They will have to work hard, keeping the vision of what the City can become always before their eyes.

Regina can guide its future course by planning ahead. It may take 30 years, but it will be worth it!

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"Cp - Can Regime Saskatchewan"



# facts

Regina is a city with:

Approximately 62,000 population.

8,847 acres of land, 67% of which is developed.

2,260 acres of city owned vacant land.

## PEOPLE:

The average yearly rate of natural increase in Regina over the past 10 years has been 1.2%.

The average yearly birth rate over the past 10 years has been 17.1 per 1000 population.

There has been a steady increase in the birth rate in Regina over the past 10 years: 1935, 12.8 per 1,000; 1945, 18.2 per 1,000.

The average marriage rate in Regina since 1935 has been 14.8 per 1,000. This figure is higher than the average throughout the Dominion.

25,188 or 43.2% of Regina's citizens are between the ages of 20-44.

The school age population in Regina is 13,363 or 22.9% of the total population.

## HOUSING:

The population of Regina is living on approximately 901 acres—an average density of 69 people of 17 families per acre.

The 62,000 people in Regina live in 14,000 dwellings: 9,800 detached houses; 300 semi-detached houses; 2,800 apartments; and 100 row houses.

## INDUSTRIAL AREA:

Due to the farsighted policy of the city council, 35 years ago, in setting aside 300 acres of the original townsite for industrial purposes, there is a well defined industrial and warehousing area.

## STREETS:

Of the total 148.27 miles of street network, there are:

Paved .....	49.92 miles or 33.6%
Oiled and Gravelled .....	9.37 miles or 6.3%
Gravelled .....	26.66 miles or 17.8%
Graded .....	62.32 miles or 42.3%
	<hr/>
	148.27 miles or 100.0%

## PARKS:

Park Area operated by the City .....	111.65 acres
Park Area owned by the Provincial Government .....	81.23 "

# problems

## Declining Residential Areas.

Of the total 901 acres of effective residential area, only 11% can be considered sound, according to accepted standards. If preventive measures are not taken, 47% is in danger of deteriorating. The remainder of the residential area is already declining.

## Crowding on Land.

The city's population lives almost exclusively on 901 acres, in spite of the fact that there are 8,847 acres of land within the city limits. This means that only about 10% of the total area of the city is used for residential purposes. The ideal residential density is six to eight families to the acre; in Regina, an average of 69 people, or 17 families, live on one acre of land.

## Crowding in Homes.

There is over-crowding in the homes. According to the 1941 census, 24% of the total number of dwellings were over-crowded. Since that time this figure has increased considerably.

## Lack of Dwellings.

There is a housing shortage. About 2,000 families are without the shelter they require.

## Lack of Residential Areas on the Neighbourhood Pattern.

Most of the residential areas have a gridiron street pattern which encourages through traffic. Some schools and playgrounds are poorly located.

## Lack of Developed Parks in Crowded Areas.

In many residential parts of the city, there are either no parks, or the needs of the residents are served inadequately.

## Lack of Playgrounds.

There are 7 residential areas, representing a population of approximately 25,000 people, where there are no adequate playground facilities.

## Poor Traffic Routes Through the City.

The approach to Regina from the east is not sufficient to meet the traffic requirements of the future.

Only 33.6% of the existing street network is paved. Another 23% is improved with gravel surface, and 42% is only graded earth.

The present major streets are inadequate to carry through traffic.

## Dangerous Level Crossings.

Within the city there are 29 level crossings; and accidents have occurred at many of them.

## Lack of Parking Space in the Central Area.

The total parking space available is 54,000 square feet, suitable for 180 cars, while the need is for 800-1,000 cars.

## Unused Business Frontage in Areas Zoned for Business.

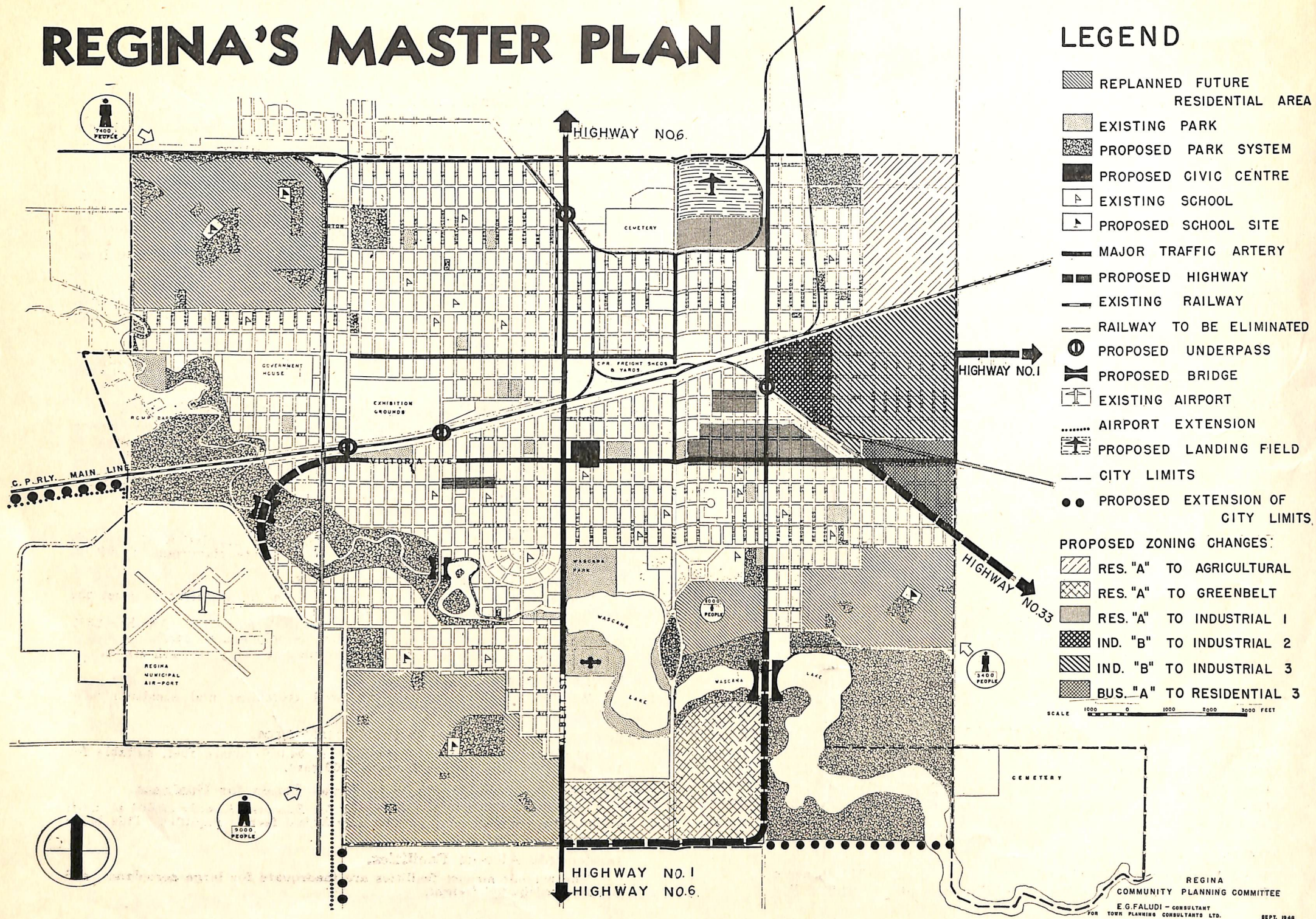
Of 101,000 feet of frontage zoned for Business A, only 39,000 is used; while for a population of 100,000 only 50,000 feet is required. This is an excess of 61,000 feet.

## Inadequate Airport Facilities.

The present airport facilities are inadequate for large aeroplanes, and for the anticipated freight.



# REGINA'S MASTER PLAN



REGINA  
COMMUNITY PLANNING COMMITTEE

E.G. FALUDI - CONSULTANT  
FOR TOWN PLANNING CONSULTANTS LTD.

SEPT. 1946



# a 30 year program for development

## BASIC ASSUMPTIONS:

- (a) Planning Period: 30 years.
- (b) Anticipated Population: 85,000 - 90,000.

## A. ENABLING LEGISLATION

### Provincial:

#### Metropolitan Area:

To request the Provincial Government to amend the Community Planning Act, 1945, for the establishment of regulations for the use of land within a metropolitan area; its boundaries to be approximately 2 miles beyond the City limits, to prevent undesirable developments adjacent to the City.

### Municipal:

To amend the Zoning By-law 1482, enacted in 1929, to regulate the use of land in accordance with the Master Plan proposals.

To request the Provincial Government for the extension of the City boundaries on the southeast corner to Wascana Lake to control the use of land on the lake front.

## B. DESIGNATION OF LAND

### Future Residential Areas:

To change the zoning classification of 126 acres of land from Business A and Business B to Residential B (apartments).

To designate 1500 acres of City owned undeveloped land for residential use; replacing existing registered plans with those on the neighborhood pattern.

### Future Recreational Areas:

To designate 350 acres of City owned vacant land for the development of a park and parkway system along the banks of Wascana Lake and Creek.

To acquire 56 acres of privately owned land for the same purpose.

To designate 128 acres of City owned vacant land for the development of 6 large parks.

To designate 34 acres of City owned vacant land for the development of 8 neighborhood parks.

To designate 19 acres of City owned vacant land for 10 playgrounds for the existing population.

To designate 21 acres of City owned vacant land for 6 additional playgrounds for the anticipated population.

### Future Commercial and Business Areas:

To designate 25 acres (6,000 feet frontage) of City owned vacant land within future residential areas for neighborhood shopping centres and parking places.

### Greenbelt Areas:

To designate 400 acres of privately owned vacant land for farm or residential uses, with a minimum of one acre per house.

### Future Industrial Areas:

To designate 120 acres of City owned vacant land as industrial areas for use as a landing field for commercial aircraft.

### Future School Sites:

To reserve 35 acres of City owned vacant land in the proposed residential areas for public schools and a Collegiate.

## C. PRINCIPAL PUBLIC WORKS

### Major Street Plan:

To replace the No. 1 Highway entrance to the City from the east by developing it south of the C.P.R. track. The highway would leave the City along the existing road allowance continuing east from Dewdney Avenue and turn north along the road allowance which meets the existing crossing of the C.P.R. line and No. 1 Highway. At this point it would join the existing No. 1 Highway south of the tracks.

The improving of Dewdney Avenue from the highway entrance at Park Street to Winnipeg Street.

The widening and paving of Park Street from the new highway intersection at Dewdney Avenue to College Avenue.

The widening and paving of the roadway on Victoria Avenue from Park Street to Winnipeg Street.

The development of a thoroughfare along the present C.P.R. right-of-way, from Park Street to Victoria Avenue—to facilitate



# a 30 year program for development

the flow of traffic from Highway No. 33 to the downtown area.

NOTE: This depends on abandoning this section of railway.

The improvement of College Avenue from Park Street to Winnipeg Street to carry traffic from Highway No. 33 to the downtown area, until such time as the previous recommendation can be implemented.

The improvement of Winnipeg Street from College Avenue to Nineteenth Avenue as a major street.

The building of a bridge on Winnipeg Street across Wascana Lake.

The development of Winnipeg Street from Nineteenth Avenue to Twenty-fifth Avenue.

The development of Twenty-Fifth Avenue between Winnipeg Street and Albert Street.

The improvement of Broad Street from College Avenue to Twenty-Third Avenue and the improvement of Twenty-Third Avenue from Broad Street to Albert Street—to be used by Highway No. 1 traffic, until the previously recommended four items can be implemented.

The improvement of Pasqua Street from Regina Avenue south to Highway No. 1—to take traffic from Highway No. 1 directly to the airport.

The widening of Regina Avenue as a route to the Airport.

The improvement of the road along the northeast boundary of the Airport from Regina Avenue to Royal Street.

The extension of Victoria Avenue from Alexander Street curving South-west to Royal Street and Fourteenth Avenue and continuing south on Royal Street to meet the Airport road—as a direct route between the downtown area and the Airport.

The construction of a bridge on the Victoria Avenue extension over Wascana Creek.

The improvement of Victoria Avenue between Elphinstone Street and Pasqua Street.

The improvement of Pasqua Street from the North City limits to Victoria Avenue.

The improvement of Elphinstone Street from Washington Avenue to Regina Avenue.

The construction of an underpass on Pasqua Street at the C.P.R. tracks.

The construction of an underpass on Elphinstone Street at the C.P.R. main line.

The renewal of the bridge on Elphinstone Street over the Wascana Creek.

The improvement of Washington Avenue between Albert Street and Pasqua Street.

The improvement of Dewdney Avenue from Pasqua Street to Campbell Street.

Pavement widening and surfacing of future major streets of less than 52 feet existing pavement width, where indicated.

Development of a new street pattern for all future residential areas.

The surfacing of residential streets where housing exists.

The construction of traffic circles at arterial road intersections.

## Development of Parks:

To develop within the proposed parks eight athletic fields.

To develop within the proposed parks three playgrounds.

To develop the City owned property at Boggy Creek as a regional recreation area.

## Civic Centre:

To acquire approximately 6 acres of land and reserve it for the site of the following public buildings:

- a) City Hall.
- b) Health Centre.
- c) Youth Centre.
- d) Extension of Public Library.
- e) Auditorium.
- f) Provincial Museum.
- g) Federal Office Building.
- h) Court House.

## Parking Space:

To provide parking space for 800 - 1,000 cars in the central area.

## Changes in Railroad Pattern:

To eliminate the C.N.R. line from Rowatt to its juncture with the C.P.R. main line.

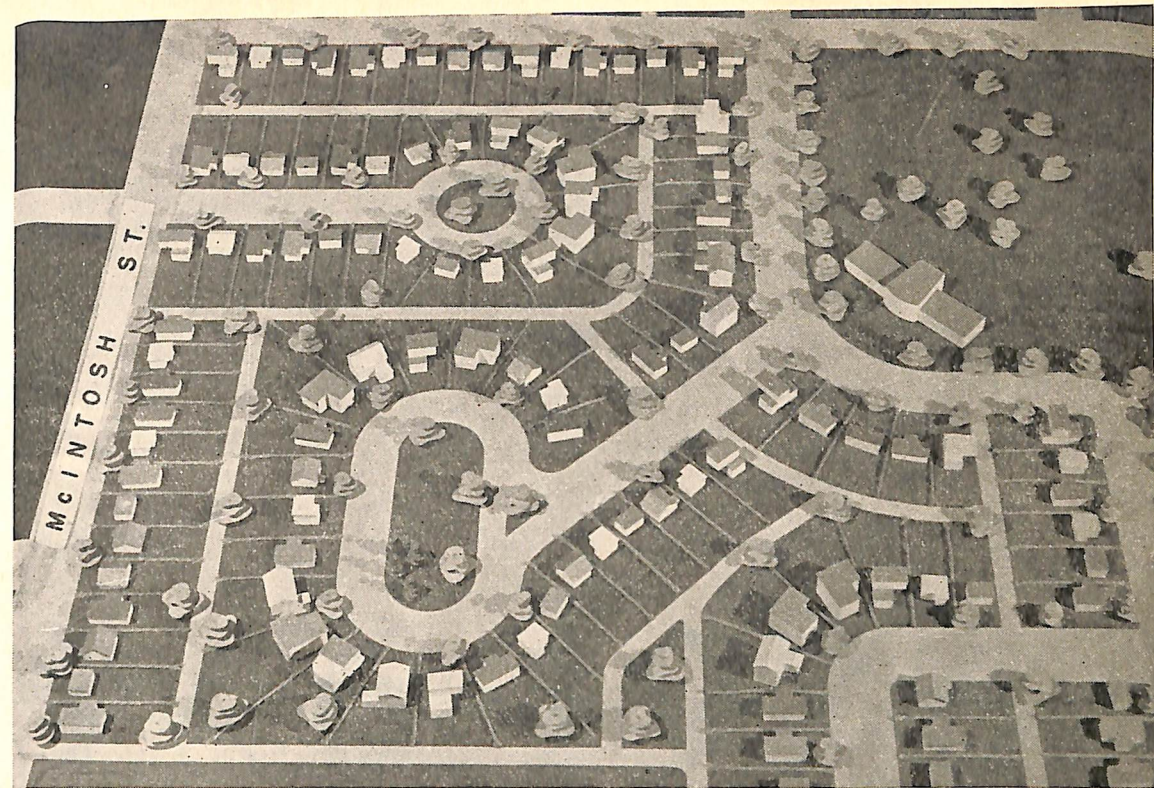
To eliminate the C.N.R. and C.P.R. branch lines which run from Edgar Street east to the City limits.

To replace these three lines with a new track running Northeast from Rowatt, to join the C.P.R. main line  $1\frac{1}{4}$  miles east of the City limits.



# planned neighborhood

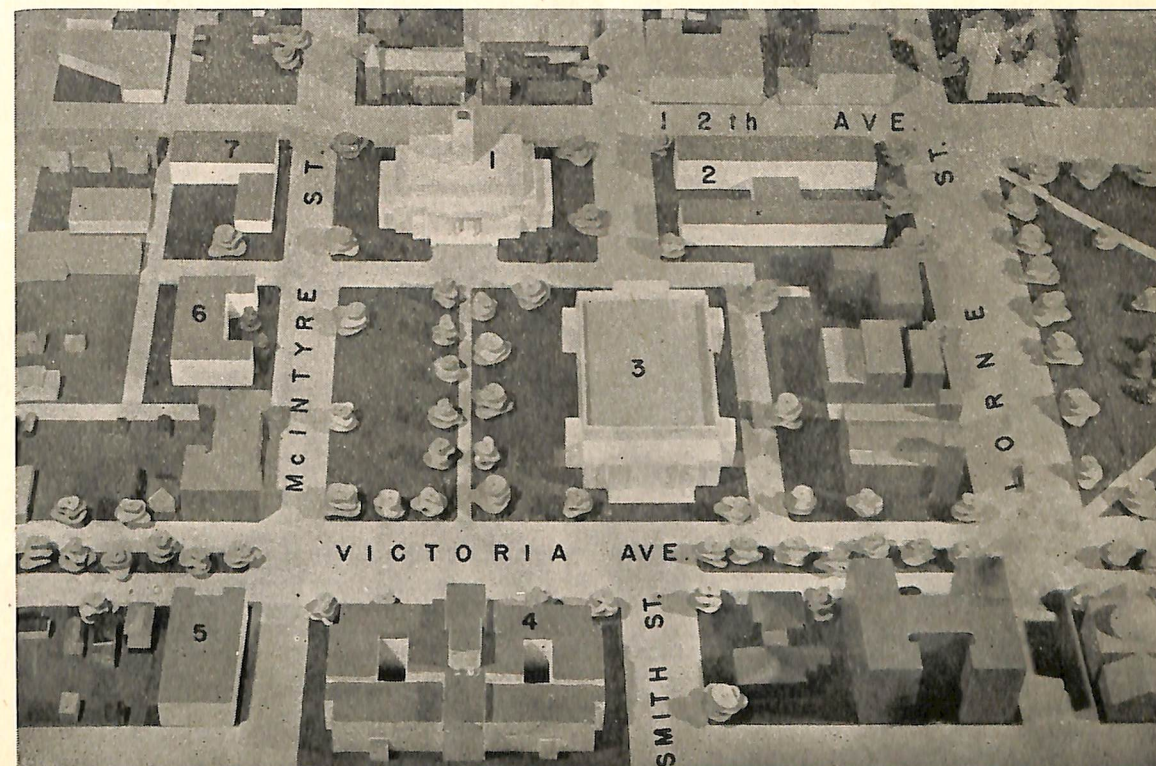
North West of Seventh Avenue and Alexandra Street, on city owned vacant land. A new street system replaces the registered gridiron layout. The scheme includes a park, playground, school, community hall and shopping centre. It provides for separated groups of single family detached houses, duplexes and apartments.



# civic centre

(8.6 acres) extends from Twelfth Avenue to Victoria Avenue on Smith Street and McIntyre Street. It will include the following public buildings:

- 1) City Hall
- 2) Public Library
- 3) Auditorium
- 4) Courthouse
- 5) Federal Office Building
- 6) Provincial Museum
- 7) Health Centre





**COMMUNITY PLANNING COMMITTEE**

**CHAIRMAN** - - - - - Alderman L. A. Thornton

**SECRETARY** - - R. W. Allen, Dep. Chief Engineer

J. N. DeStein

Col. A. C. Garner

F. H. Portnall

J. M. Sinclair

• • •

**TOWN PLANNING CONSULTANTS LIMITED**

**E. G. FALUDI, D.A.**

**CITY PLANNING CONSULTANT**

**B. Lemco, B. Arch.** - - - - - Planning Assistant

**A. M. S. Gordon, B.A.** - - - - - Research Assistant

**R. M. A. Urton** - - - - - Secretarial Assistant

**P. G. Eisworth** - - - - - Draughtsman

**R. H. Havard** - - - - - Draughtsman

**W. Ciz** - - - - - Draughtsman

**J. E. Buchan** - - - - - Draughtsman

**A. H. Snuggs** - - - - - Draughtsman

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